

## TRANSPORTATION COMMITTEE MEETING MINUTES

June 24, 2010

The City Council Transportation Committee of the City of Norman, Cleveland County, State of Oklahoma, met at 6:30 p.m. in the Municipal Building Council Chambers on the 24th day of June, 2010, and notice and agenda of the meeting were posted in the Municipal Building at 201 West Gray and the Norman Public Library at 225 North Webster 48 hours prior to the beginning of the meeting.

MEMBERS PRESENT: Councilmembers Butler, Cubberley, Kovach and Chairman Quinn

MEMBERS ABSENT: None

OTHERS PRESENT: Mr. James Briggs, Park Planner  
Mr. Kris Glenn, Marketing Assistant for OU  
Mr. Angelo Lombardo, Traffic Engineer  
Ms. Betty Love, Assistant to Doug Myers, CART  
Mr. Doug Myers, OU Parking and Transportation Administrator  
Ms. Linda Price, Revitalization Manager  
Mr. Cody Ponder, Grants Specialist II for OU  
Ms. Syndi Runyon, Administrative Technician IV  
Mr. Phillip Ybarra, OU Student  
Ms. Reima Lyons, OU Student  
Mr. Mark Campbell

### DISCUSSION REGARDING CART RIDERSHIP REPORT INCLUDING SAFERIDE AND EXTENDED SERVICE.

Chairman Quinn asked if there were any questions or comments regarding the ridership reports for June and there were none.

#### Items submitted for the record

1. Norman CART Routes: Total Weekday Passenger Trips, FY 2008-09; Average Daily Passenger Trips, FY 2008-09; CARTaccess, FY 2008-09; Same Day and Zone Two; Weekday Bicycle Totals 2008-09; Saturday Fixed Route; and Average Daily Trips – Saturday Totals

### NORMAN BICYCLE ADVISORY COMMITTEE REPORT REGARDING THE BIKE LANE IMPLEMENTATION PILOT PROGRAM.

Mr. James Briggs, Park Planner, highlighted the Bicycle Advisory Committee (BAC) proposal for bike lanes and re-establishing current bike lanes in Norman. He said the current Bike Plan/Bike Map was created in the 1990's and did not include bike lanes for Norman. He said some bike lanes already existed prior to the Bike Plan and are located in neighborhoods around the campus area; however, the old striping was not removed and the lane markings have faded over time. Mr. Briggs said when the BAC updated Council in 2009 they indicated one of their goals for the Bike Plan was to look at areas to test a bike lane restriping pilot program. He said the BAC received feedback from the League of American Bicyclists indicating that adding bicycle lanes will help increase Norman's status in the Bicycle Friendly Community Program from "honorable mention", awarded in 2009, to an advanced level of bronze, silver, or higher.

Mr. Angelo Lombardo, Traffic Engineer, said initially the BAC recommended adding streets that did not have bike lanes and affix new parking restrictions to them, but the new Bike Plan proposed that parking will continue to be restricted in all bike lane areas and no new parking restrictions would be established.

Mr. Briggs said a large area of old bike lanes are east of OU, north of Lindsey Street and Staff verified these locations and where additions could be made to link them together or extend the old lanes to the major collector streets in the area already on the bike route. He said lanes are only shown on streets that already have adequate

width; however, when the width is lost at an intersection, i.e., Boyd and 12th Avenue N.E. where right turn lanes were added on Boyd, sharrows, i.e., arrows reflecting where the road will be shared, will be used to indicate the bike route. He said other bike lane markings are proposed to be included in the striped lanes at regular intervals to re-enforce the visual impact of the lanes.

Mr. Briggs presented several maps of the existing lanes from pre-1990's; re-stripped lanes with additions; and re-stripping existing lanes on Oakhurst Avenue, from Lindsey Street to Imhoff Road, and Brooks Street. Mr. Lombardo said Shiloh Street will be designated as a route, using sharrows instead of stripes, and will also have restricted parking. He said Shiloh Street does not have any lots fronting the street and does not have any current parking activity making this a logical decision for restrictive parking. He said a long term goal is to have Lindsey and Main as arterials, but the BAC would like to re-establish the neighborhood bike lanes first.

Mr. Briggs said OU is aggressively working with Garver Engineering to design a bike route to connect main campus to new south campus areas and has met with Staff to discuss proposals. He said the most significant impact will be a traffic signal constructed at Jenkins and Stinson; a bike path will travel along Jenkins, cross Stinson, travel east to Lincoln, turn south on Lincoln across the Intramural Fields and Reaves Park, cross Constitution Street, and travel down Constellation to the south campus area. Originally, OU discussed installing a bike pass that crossed thru the Intramural Fields at Madison Elementary, but the new proposal uses modifications along Jenkins and Mr. Lombardo said the proposal also takes George Avenue out of the equation, which was a concern. Councilmember Cubberley agreed and said the new proposal makes sense because citizens coming from south campus to the main campus will have a straight route instead of going around the duck pond. Mr. Lombardo said OU is offering to fund 100% of the cost of the traffic signal at Jenkins Avenue and Mr. Briggs said OU is hopeful this project will be completed by the fall for OU football season.

Mr. Briggs said available space also exists on the west side of Norman along McGee where old bike lanes used to be in front of Monroe Elementary where drop-off/pick-up is permitted during specific hours. He said the road is wide enough and makes sense to extend the bike lane striping and sharrowing north of Lindsey to Boyd Street.

Mr. Briggs said funding would be available in the un-spent portion of the Bike Route Improvements Project which is approximately \$119,000 and highlighted costs for a Bike Lane Implementation Pilot Project (BLIPP) totaling \$55,215.04 to restripe, add sharrows where needed, and add signage to new bike route areas.

Councilmember Kovach asked how long it had been since the bike routes had been striped and Mr. Lombardo said it was approximately 1993 or 1994. Mr. Briggs said if the BLIPP is approved by Council; Staff will recommend amending the Bike Plan to include the BLIPP. Mr. Lombardo said the segments of road in the proposal are roads already included in the bicycle transportation system, Staff is recommending to upgrade the designation from a route to a striped lane. Councilmember Quinn asked how to educate the public on bike lanes that go from being striped to more narrow lanes that have only sharrows and Mr. Lombardo said signage would show the cyclist and vehicle operator where the bike lane ends to where a transition from a separate bike lane to an area of road to be shared will begin. Councilmember Kovach said Community Oriented Policing (COP) would be a good tool to use to educate the school children about sharrows.

Councilmember Quinn likes the BLIPP although he would like to see more connectivity and suggested Staff submit bike safety information to be shown on Channel 20. Mr. Briggs said the BAC is working on a media package to help educate the public.

Councilmember Butler said the City of Edmond recently passed a resolution for completing streets and suggested Staff look at it to see if the City of Norman could do something similar. Mr. Briggs said he attended the Bicycle and Pedestrian Advisory Committee meeting last week and Edmond reported how they passed this resolution. He said it is a good idea and he will obtain the information and resolution from Edmond so Staff and Council can review.

Mr. Doug Myers, OU Parking and Transportation Administrator, asked when sharrows are painted on the streets to indicate bike lanes, does that particular area of the street then become a restrictive parking area and Mr. Lombardo said not necessarily. He said it is possible to have bike lanes and still allow parking, but the road needs to be much wider than what Norman currently has. He said this could be one of the standards to consider as the City transitions and embarks on the complete street design. Mr. Myers asked if neighborhood meetings, in the campus area along Boyd Street, would be held to educate citizens and Mr. Lombardo felt sending notification to property owners would be sufficient. Councilmember Quinn agreed and said the houses in that specific area do not face the street, if they did neighborhood meetings would be an option.

Councilmember Quinn requested Staff bring the BLIPP to a future Council Study Session for Council consideration and thanked Staff for the work they presented.

Items submitted for the record

1. PowerPoint presentation entitled "Norman Bicycle Advisory Committee Report" presented by Mr. James Briggs, Park Planner

MISCELLANEOUS DISCUSSION.

CART Route Reductions.

Mr. Doug Myers, OU Parking and Transportation Administrator, said a public meeting concerning route cuts was held May 20, 2010. He said recommended reductions include the Sooner Express route at 1:50 p.m. He said the public majority preferred the earlier route be cut instead and since both routes have the same number of riders, it was decided the 11:30 a.m. route will be cut.

Mr. Myers said a second public meeting was held at Little Axe on June 21, 2010, to get feedback from the community and Little Axe citizens said they preferred the two middle routes be cut and requested the first and last runs be kept.

Mr. Myers said advertisements indicating the routes that are to be cut and those that will be kept will begin running in the paper on Sunday, June 27, 2010. He said the ads will run all week stating the route changes will go into effect July 1, 2010. Councilmember Quinn suggested stressing in the press release that the request of the citizens present at the public meetings helped determine the routes that were cut. He said it would also show the importance of having public meetings and why citizens are requested to attend. Mr. Myers agreed and said the Little Axe riders assured him if he kept the first and last routes; they would help publicize the route(s) in order to get more people to ride. He said if the Little Axe routes do not increase he will recommend the route(s) be eliminated totally next year because they are not cost effective. Mr. Myers said another recommendation is cutting Saturday services on the west Norman link, as well as stopping the route two hours early each night.

Mr. Myers said "Dump the Pump" was a success with an increase of 9% ridership over last year for total of 2,541 riders. Mr. Kris Glenn, Marketing Assistant for OU, said "Dump the Pump" targets new riders and riders who participated in 2008 or 2009, were not calculated in the total. He said there were many new riders this year who said they will continue to ride in the future. Mr. Myers said cart access will eliminate Monday service and the remaining four routes will run until 7:00 p.m. instead of 9:00 p.m. daily. He said five new Compressed Natural Gas (CNG) buses will be in operation at the end of July and three new transit vans and three new 29 foot cut-aways will be purchased in the near future.

Mr. Myers said OU has been subsidizing CNG over the past couple of years and tried to increase the rates. He spoke to the administration and told them it was unfair to increase it to \$.50 more per gallon and asked them to help subsidize it for one more year. He said OU agreed and subsidy will stop in July 2012.

Mr. Myers said it was decided to have \$5.00 Community Development Block Grant (CDBG) bus passes instead of \$10.00. He said the passes will be valid for 13 months and the color will change every year. The bus passes have been abused in the past and will now be limited to four passes per month per person.

Ms. Linda Price, Revitalization Manager, felt these were good changes and will help with the waste, making the CDBG money go farther. Mr. Myers said the CDBG passes will no longer be accepted on the Sooner Express route beginning July 1, 2010, but said not too many are used on that particular route anyway.

Regional Transit Hub Study.

Councilmember Butler said Association of Central Oklahoma Governments (ACOG) is working on a Hub Study for the region, i.e., passenger rail, etc., to determine what would be needed to have a facility that would work and accommodate future needs. Councilmember Quinn asked if each community would have a hub and she said it would be a central hub in Oklahoma City that would work for the entire region. Jacobs Company will be performing the study over an 18 month timeline.

Councilmember Quinn said he attended an Amtrak meeting in Purcell discussing trip advertisements. He said in some areas the train was being marketed and then the riders would be met by a bus and taken to area shopping and sites. He asked if Cleveland Area Rapid Transit (CART) has been approached with any similar strategies or packages and felt it was an interesting idea and would be very marketable. Mr. Myers said CART would not be able to do this type of program because they receive Federal funding and in direct competition of the local charter companies who would get the first bid on such packages. Mr. Glenn said Stephen Koranda, Executive Director, Convention and Visitors Bureau, asked if CART would discuss partnering on some of the existing CART routes with Amtrak and he informed him that could definitely be discussed.

Councilmember Kovach said Mayor Rick Cornett of Oklahoma City had a reception recently for the mayors from Portland and Tuscan who both have street car programs coming forward being funded by TIGER Grants. He said the mayor from Portland said the day the announcement was made about getting a TIGER Grant, the city received an additional \$1 billion dollars in private investments and by the time construction began, the city had \$3.5 billion in private investments. He felt it would be good for Norman if the city had a plan in place in order to take advantage of available grants and a resolution asking ACOG to look over the next fiscal year to look at conducting the Hub Study has been discussed and is appropriate. Councilmember Quinn said Mayor Rosenthal has been in contact with Oklahoma Department of Transportation (ODOT) so the City could be "shovel" ready.

Mr. Myers said this was Mr. Glenn's last CART meeting and has taken a job with Sports Talk radio station 1400, located in Norman. He said he was excited for him moving forward but sad at the same time to be losing his expertise. He said CART advertised the position and received 36 applications, but it will be very difficult to replace him. Mr. Myers wished him well and Mr. Glenn thanked everyone saying this was a very tough decision and appreciated all the support. Councilmember Quinn said he was here when Mr. Glenn started and has seen him grow professionally over the years and said he has always been very active in a lot of the discussions. He said a lot of decisions have been brought about because of his efforts and the City appreciates all that he has done for Norman.

Mr. Mark Campbell asked what it would take for the City to advertise a schedule of all city meetings on the busses, i.e., housing, transportation, social and voluntary services, etc., and Mr. Myers said the City would be charged on a monthly basis to advertise.

The meeting adjourned at 5:55 p.m.